

Headquarters U.S. Air Force

Integrity - Service - Excellence

Centralized Intermediate Repair Facilities (CIRF)



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Overview

- **Genesis**
- **Concept**
- **Intent**
- **Construct**
- **Retained tasks**
- **Status Today**
- **Summary**



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CIRF - Genesis

- **Defense Reform Initiative Directives (DRID) #54 – Logistics Transformation Plans** --OSD Memo 23 March 2000
 - Objective #5: Re-engineer/modernize applicable logistics process/systems
- **AF/ILM-T Logistics Transformation Team**
 - CIRF CONOPS developed
 - CIRF Test in USAFE from Sep 01- Mar 02
- **Studies to Date**
 - RAND Studies – 5 Project AF reports, 2000 thru 2003
 - Log Transformation Team – CIRF Test Report, May 03
 - Others (AFLMA, AFLMI)
- **Demonstrated Success**
 - F-16 2LM avionics; F110 (Misawa); TF34 and F-15 avionics (Kadena)
 - F-101 and B-1 avionics (McConnell)
 - OEF and OIF



- **Intermediate Maintenance shop consolidation**
 - Regionalizes shops from like-equipment bases
 - Resource synergies (test equipment, LRU/SRUs, bit and piece parts, etc.)
- **NOT depot level maintenance**
- **Planned CONUS CIRFs on 6 commodities**
 - TF34
 - F100
 - F110
 - LANTIRN
 - ALQ-184
 - F-15 Avionics



- **Standardize intermediate-level maintenance concepts between CONUS and OCONUS**
 - e.g. “Train like we fight/deploy”
- **Improve training opportunities - both quantity and quality**
- **Create efficiencies through “economies of scale”**
 - Smooth random workloads
- **Improve reliability centered maintenance**
 - e.g., engine module matching

“We have successfully employed the [CIRF] concept for many years at our overseas bases. It’s time to centralize at least some of our intermediate repair activities into a CONUS CIRF network that takes full advantage of our ability to pool scarce reparable assets and fully leverages our robust national transportation network.” - *Gen John P. Jumper, CSAF, Memo to MAJCOMs, 23 Mar 05*



CIRF Construct

- **CIRFs are organized within existing Maintenance Sq (MXS, EMS, CMS)**
- **CIRFs may be integrated workforces of AD, ANG, AFRC, Civilian, and Contractor personnel**
- **Where possible, reparable assets are pooled (versus “repair-return”)**
 - Robust C2 architecture key to prioritization, induction, and distribution of CIRF assets
 - Reduces customer wait time
- **CIRFs take on the UTC responsibilities of their supported units and deploy resources to OCONUS CIRFs, as required**
 - UTCs are scalable from CIRF augmentation to full ILM capability
 - CIRF manning will be sized to support UTCs and CONUS workload
- **Supported units may perform “Retained Tasks” (e.g., JEIM Retained Task List)**
- **In-transit visibility of serviceable and reparable assets is essential**



Retained Tasks

- **At least for engines, and possibly other commodities, bases cannot totally divest their I-level capability**
- **Retained Tasks = approved list of tasks which will be performed at the supported units**
- **PROS:**
 - Increases spare engine availability by quick-turning minor maintenance
 - Enhances unit capabilities (resident expertise to assist AMUs)
 - Serves as a “safety net” against grounding TCTOs
 - Facilitates career progression, upgrade training, and rotation
 - Proven concept for OCONUS units and 2LM engines
- **CONS:**
 - Reduces consolidation savings (requires personnel, equipment, and facilities)





- **RAND CONUS CIRF study complete for current force structure**
 - Based on approved force structure changes through FYDP
 - Will re-run for post-BRAC force structure
 - Further analysis required for proposed CIRF sites
 - e.g., facility construction/expansion requirements
 - Focus area for MAJCOM Working Group

- **CIRF CONOPS estimated publishing date: Nov 05**



- **CIRF...not a new concept...we've employed successfully for years**
- **CIRFs support expeditionary mission/Agile Combat Support principles**
- **CONOPS institutionalizes Operational-level guidance**